दिल्ली परिवहन निगम के अन्तर्गत बसें

1139. **श्री शंकर दयाल सिंह :**
डा० जिनेन्द्र कुमार जैन :

क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली परिवहन निगम के अंतर्गत बसों की संख्या कितनी है ;

(ख) इनमें से दिल्ली परिवहन निगम के स्वामित्व वाली बसों की संख्या कितनी है और गैर सरकारी पक्षों के स्वामित्व वाली बसों की संख्या कितनी है ; और

(ग) इन बसों में प्रतिदिन यात्रा करने वाले यात्रियों की अनुमानित संख्या कितनी है और दिल्ली परिवहन निगम द्वारा प्रतिमाह विभिन्न स्रोतों से अर्जित आय का अलग-अलग ब्यौरा क्या है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) और (ख) 20-2-1992 को दिल्ली परिवहन निगम के तहत 4984 बसें चल रही थीं जिनमें से 606 बस प्राइवट आपरेटरों की थी ।

(ग) जनवरी, 1992 माह के दौरान 44.73 लाख यात्रियों ने दिल्ली परिवहन निगम की बसों में यात्रा की । दिल्ली परिवहन द्वारा अर्जित प्रतिदिन औसत आय 54.46 लाख रु० है । दिल्ली परिवहन निगम को जनवरी, 1992 के दौरान विभिन्न स्रोतों से हुई आय का ब्यौरा निम्न प्रकार है :—

स्रोत	लाख रु०
टिकटों की बिक्री	1292.72
पासों की बिक्री	294.04
स्कूल बस	31.89
स्पेशल भाड़ा	4.68
पर्यटक	0.37
योग :	1623.70

Increase in Road Accidents

1140. DR. SANJAYA SINH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of road accidents in the country during the last 3 years, till date, years-wise and State/Union Territory-wise;

(b) whether the number of road fatalities have gone up during the same period; if so, the details thereof; State/Union Territory-wis; and

(c) what are the reasons for the steep rise in the number of Road Accidents/ Road Fatalities during the above period and the steps Government have proposed to take to reduce the number of road accidents in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Details at Statement-I. (*See* below)

(b) Yes, Sir. Details at Statement-II. (*See* below)

(c) The main causes of road accidents are summarised below:—

(i) Rash and negligent driving, non-observance of traffic regulations, driving under strain or fatigue, drunken driving and defective vision or health.

(ii) Fault of the road users like pedestrians or cyclists, due to absence of knowledge about road saftey.

(ii) Mechanical defects in vehicles.

(iv) Defetive road conditions.

(v) Bad whether conditions, and

(vi) Increase in the number of vehicles as also rapid urbanisation leading to congestion on roads and heterogenous traffic in the cities, over-loading of vehicles etc.

The steps taken/being taken by Central Government and State Governments are detailed in Statement-III.

Statement-I

Number of Road Accidents in India during 1989-91

States/UTs.	*Number of Road Accidents*		
	1989	1990	1991
Andhra Pradesh	13423	16042	17371(E)
Arunachal Pradesh	239	233	204
Assam	1956	1762	1899
Bihar	9552	9522(R)	9776(E)
Goa	1813	2205	2168
Gujarat	23823	23823(R)	24908(E)
Haryana	5358	5096	4867
Himachal Pradesh	1060	1123	1269
Jammu and Kashmir	3615	2326	3927(E)
Karnataka	20902	21992	22438
Kerala	16762	20247	21556(E)
Madhya Pradesh	20265	23492	25096(E)
Maharashtra	59045	56982	59418(E)
Manipur	430	472	369
Meghalaya	646	540	450(E)
Mizoram	98	80	74
Nagaland	263	237	57(E)
Orissa	5737	6069	6171(E)
Punjab	1622	1621	1483(E)
Rajasthan	9593	10456	11046
Sikkim	105	115	137
Tamil Nadu	32962	34634	32522
Tripura	449	408	371
Uttar Pradesh	13696	16318	15960
West Bengal	15846	16375	16041(E)
UNION TERRITORIES			
A. and N. Islands	124	144	86
Chandigarh	277	250	258(E)

States/UTs	1989	1990	1991
Dadra and Nagar Haveli	61	79	50
Delhi	7192	7687	8065
Daman and Diu	66	91	67
Lakshadweep	5	2	Nil
Pondicherry	663	662	724
TOTAL	267648	281125	288828

E—Estimated figures

R—Repeated the figures of previous year.

Statement-II

No. of persons killed in road accidents in India, during 1989-91

States/UTs	1989	1990	1991
Andhra Pradesh	4458	5111	5753(E)
Arunachal Pradesh	59	97	36(E)
Assam	895	904	867
Bihar	2183	2751(E)	2304(E)
Goa	169	174	180
Gujarat	3509	4077(E)	4508(E)
Haryana	1819	1969	1916
Himachal Pradesh	469	465	414
Jammu & Kashmir	491	371	672(E)
Karnataka	3655	3901	3979
Kerala	1737	1793	1709(E)
Madhya Pradesh	2709	2793	3089(E)
Maharashtra	5785	5427	9884(E)
Manipur	129	106	87
Meghalaya	98	133	104(E)
Mizoram	38	38	28
Nagaland	42	64	40(E)

State/UTs	1989	1990	1991
Orissa	1171	1193	1300(E)
Punjab	819	1133	1019(E)
Rajasthan	3023	3465	3736
Sikkim	38	26	34
Tamil Nadu	6299	6663	6406
Tripura	136	113	102
Uttar Pradesh	6130	7639	7936(E)
West Bengal	2094	2600	2559(E)
Union Territories			
A. & N. Islands	15	17	5
Chandigarh	76	80	60(E)
Dadra & Nagar Haveli	10	18	9
Delhi	1583	1670	1829(E)
Daman & Diu	9	16	7
Lakshadweep	Nil	Nil	Nil
Pondicherry	82	106	107
TOTAL :	49730	55013	60479

E—Estimated figures.

Statement-III

The Steps taken/being taken include—

1. The M.V. Act, 1988 and the Rules framed thereunder provide for stricter requirements in respect of issuance of driving licences, and stringent penalties for offences.

2. Formal training in a driving school is made a pre-requisite for issuance of licence to drive transport vehicles.

3. Maximum safe laden weights have been prescribed for trucks including light commercial vehicles.

4. Maximum speed limits have been prescribed for all vehicles except light motor vehicles.

5. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.

6. It is prescribed that road safety devices would be fitted in the vehicles *viz. direction indicators with blinker system* for vehicles, special lables on carriages carrying dangerous or hazardous goods.

7. A National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.

8. Strict and rigid enforcement of traffic rules and regulations.

9. Regular special drive against rash and negligent driving, driving without driv-

ing licences, drunken driving, defective headlights, over-speeding, over-loading etc.

10. Regular prosecution of violation through issue of notices.

11. School children are regularly imparted necessary training/Education in the schools about the rules of the roads and related safety aspects by the road safety cell of Delhi Traffic Police.

12. Introduction of blinken/signals at accident prone areas.

13. Prosecution through Radar Guns.

14. More Police presence in accident prone areas.

15. Special morning drives and night mobile patrolling.

16. Use of Doordarshan/AIR/Press for giving wide publicity on road saftely.

17. Painting of bus boxes yellow boxes.

18. Special night checking on Highways.

19. Special drive against buses, HTVs, TSRs, Taxis etc.

20. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the same of road safety among various road users and children.

Augmentation of DTC fleet

1141. SHRI MURLIDHAR CHANDRAKANT BHANDARE: Will the Mnister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that DTC fleet is proposed to be augmented in view of the heavy over-crowding of the buses on different routes; if so, to what extent, indicating the specific routes on which the buses are so over-crowded; and

(b) how far the over-staffing is likely to be minimised with such augmentation of the DTC fleet?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No. Sir.

(b) Does not arise.

Green line service of DTC in Delhi

1142. SHRI SYED SIBTEY RAZI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a large number of Green Line Services have recently been introduced by DTC in Delhi;

(b) if so, the Route Numbers thereof and the areas being covered by each service as on the 29th February, 92;

(c) whether any frequency of each service has been fixed;

(d) if so, the details thereof service-wise and if not, the reasons therefor;

(e) whether the introduction of these services has not affected the frequency of existing services of DTC;

(f) if so, the timings of frequency of Route Number 166 before and after introduction of Green Line Service;

(g) whether Government propose to maintain frequency of existing services under D.T.C. except Green Line Service; and

(h) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) At present 215 buses have been deployed on Green Line Services. The details are at Annexure—[*See* Appendix CLXII, Annexure No. 31].

(e) The frequency of existing route is commensurate with the passenger traffic generation and resources available. Due to scrapping of old buses, services on some of the existing routes were reduced.

(f) Details are at Annexure. [*See* Appendix CLXII, Annexure No. 32]

(g) and (h) Due to fleet constraints and scrapping of old buses, it is difficult to maintain the frequency of existing services.